WASHTENAW COUNTY HISTORICAL SOCIETY - Founded December 17, 1857 OCTOBER 1993

WASHTENAW IMPRESSIONS

KAREN'S COLUMN

VOLUNTEERS PAINT FENCE, TEND GARDEN AT MUSEUM, CARPENTER WORKING TO FINISH EXTERIOR DETAILS

At the Museum, Joe Benkert, our carpenter, is finishing up the siding repair and painting the rear facade. He is also working on a myriad of details: on the stair cap, the front steps, the handicapped access ramp, the south doors, skirt board and post caps. That will just about take care of the exterior work on the house when these tasks are finished.

One or two more sessions with the stalwart painters from Western Kiwanis and the fence painting will be complete. Alan Dailey has done a great job coordinating the volunteer painters. Anderson Paint Company graciously donated the stain for the fence. (They also donated the exterior paint for the house.) We give our grateful thanks to Western Kiwanis and Anderson's. Their generosity has made quite a difference at the corner of Main and Beakes.

The Garden Committee continues to keep the grounds looking wonderful. A special thanks goes to Anne Benninghoff for bringing her lawn mower (a historically correct push mower!) to the museum at regular intervals to keep the grass cut and looking neat.

Pittsfield Township Optimists requested a program about the Museum in August. Programs are scheduled for the Salem Township Historical Society October 27 and the Webster Historical Society November 8. If your group would like a presentation about the Museum on Main Street, please contact WCHS at 662-9092.

TWO WASHTENAW CHURCHES--YPSILANTI PRESBYTERIAN, SHARON METHODIST DEDICATE HISTORICAL MARKERS

Two Washtenaw County churches recently dedicated Michigan Historical markers--Ypsilanti's First Presbyterian September 26 and Sharon United Methodist near Manchester October 10.

A traveling pastor started the Ypsilanti congregation in 1829. The present building was erected in 1857. It is the oldest church building in continuous use in Ypsilanti.

It originally had a single spire. The facade was remodeled with two towers in 1898. No exterior changes have been made since then, the Rev. Laurence Woodruff, pastor, said.

A.P. Marshall, retired Eastern Michigan University dean, spoke at a luncheon following the dedication about Elijah McCoy, a notable Black inventor who grew up in Ypsilanti.

The Sharon Church at M-52 and Pleasant Lake Road (Rowe's Corners) was dedicated as Salem Evangelical Church, a German congregation, on November 12, 1876. The Reverend Edward Weiss, an itinerant minister, started a congregation or class, as it was called, March 22, 1874.

Over time Salem Church joined with the Evangelical United Brethren and they, in turn, with the Methodist Church. The original name can still be seen in a stained glass window on the front of the church. The Rev. Peggy Paige is now pastor.

Former Governor John Swainson of the Michigan Historical Commission helped dedicate both markers.

TV-VCR DRIVE AT 79%

WCHS has collected 26,319 points or 79 percent of 33,283 points needed to earn a TV-VCR by collecting points from Bill Knapp's Restaurants.

Anyone who eats at Knapp's may request a yellow points slip from the cashier each time, with one point given for each dollar spent. Please keep collecting and give or send to Alice Ziegler, 537 Riverview Dr., Ann Arbor, MI 48104.

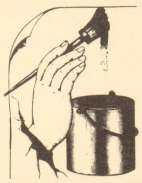
WCHS TO MEET IN OLD ST. JOE HOSPITAL FOR NURSING HISTORY

Hospital care long before CAT scans and heart transplants will be the topic when WCHS meets in Ann Arbor's old St. Joseph's Hospital on Ingalls Street at 2 p.m. Sunday, October 17.

Grace Shackman, local historical writer, and Professor Linda Strodtman, past-president of the University of Michigan Nursing History Society, will team up to give "An Historical Overview of Hospital Care in Ann Arbor From the 1870s to the 1940s."

The meeting will be in Room 1240 of the old hospital, now known as the 400 North Ingalls Building. The program will include a tour of the Nursing History Society's artifact collection and an exhibit about Elba Morse, the first nurse in the Michigan Women's Hall of Fame.

Parking is available in lot off Cornwell Place at north end of building. Enter building from Cornwell Place. Someone will be available to direct any one needing handicap access. The meeting is open to the public free of charge.



1890S PHOTOS, BOOK, DECORATING TOOLS GIVEN

Recent donations to WCHS include some 1890s photographs, an 1898 president's book of an Ann Arbor girls club and a collection of tools of the C. H. Major Artistic Decorating Company with a photo of their employees.

Susan Hartz of Grosse Pointe gave 17 photos of Ypsilanti persons. Keith Arbour, who recently moved to Pennsylvania from Ann Arbor, gave the other items.

The decorating company was in business at 203 East Washington Street, Ann Arbor, around the turn of the century. There are 44 tools in a wooden box. The company is first listed in the Ann Arbor City directory in 1898 and is still listed in 1914.

SAGA OF THE ANN ARBOR RAILROAD AND HOW IT GREW

Monopolistic freight rates, community rivalries, a former governor of Montana Territory and even armed insurrection rivaling the Toledo War figured in the long struggle to build the Ann Arbor Railroad.

Dan McClary, a local attorney whose onetime summer job as a brakeman on the Ann Arbor railroad started a love affair with the railroad, traced its history in a slide show before a standing room only audience at the September WCHS meeting.

His attraction to trains began as a small boy living on State Street across from what is now Shembechler Hall where he could watch special trains come in. He continued train watching after his family moved to Milan.

Shortly after his summer job with the railroad in 1969, he began his large and growing collection on the history of that railroad.

"We formed the Ann Arbor Railroad Technical and Historical Association ten or fifteen years ago. We are having our annual meeting October 9 at the depot in Cadillac," he said.

A key with a map of Lower Michigan in the head became the corporate symbol of the Toledo, Ann Arbor and North Michigan Railway about 1884. In some versions the stations from Toledo to Frankfort are listed, on others it just says Michigan. He recently found a fatter key variation in microfilms.

The Michigan rail map prior to the Civil War showed only three east-west lines--the Michigan Southern and Northern Indiana, the Michigan Central and the Detroit and Milwaukee line plus a line to Port Huron. "That was all. There's virtually nothing north-south."

The Michigan Central was charging higher rates from Detroit to Ann Arbor than from Detroit to Albion, he said. Ann Arborites were really trying to get a north-south road to relieve the monopoly.

McClary found many proposals for new and competing rail lines in *The Michigan Argus*, an Ann Arbor newspaper, beginning in 1855.

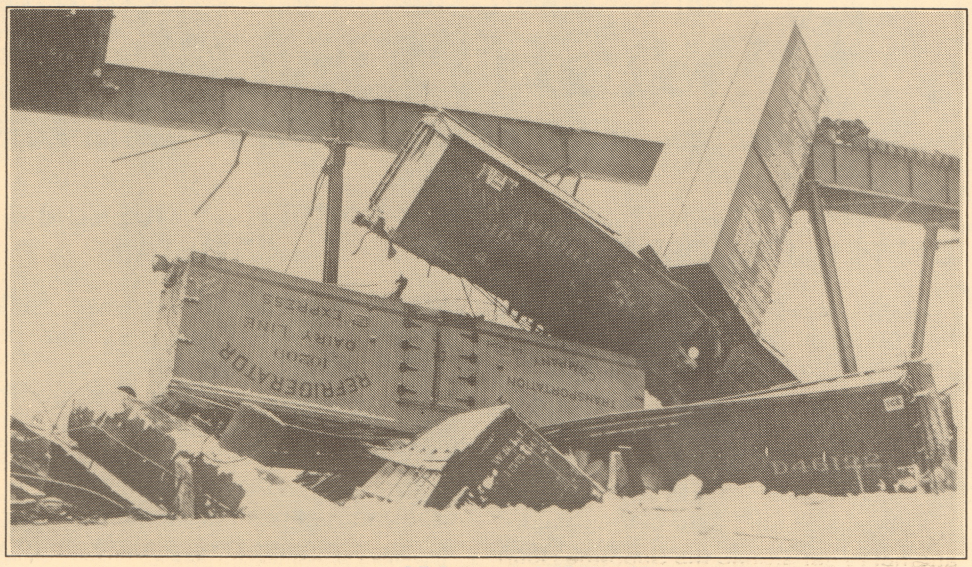
"But all the 1850s stuff kind of died with the Civil War momentum. I couldn't find any more references to the railroad until after the Civil War."

In 1866 there is mention of a proposed Toledo, Ann Arbor and Saginaw Railroad. A meeting to raise $100,000 to aid it apparently failed.

"Meanwhile, James M. Ashley who would ultimately build the line, in the 1850s is running away from his religious father. He went on a river boat in Ohio and saw the cruelties of slavery first hand.

"He was watching slave catchers take escaped slaves back and he formed an abolitionist mentality. He helped found a newspaper in the Ohio River area, then moved to Toledo.

"In the late 1850s he got involved in the temperance movement. Then he got involved in politics and was elected to the US Congress in 1859."



C.T. Stoner, now in Michigan Historical Collections, Bentley Library, U-M

Two spans of the Ann Arbor Railroad's steel trestle bridge over the Huron River gave way January 28, 1904, leaving 13 cars laying on the ice below. The lighter color car, upside down, says 'Refrigerator, Dairy Line Express.'

A Congressman until 1869, he was chairman of the committee on territories. He introduced bills to admit Colorado and Nebraska into the union and to create the territory of Montana.

"Ashley pushed the Republican Party and Lincoln to an anti-slavery position. Lincoln was a pragmatist and would do whatever he had to do to preserve the union. Ashley guided passage of the 13th Amendment to abolish slavery.

"Andrew Johnson, Lincoln's vice-president was a Southerner from Tennessee. After the assassination, when Johnson became president, Ashley moved to impeach Johnson, his own Republican president."

When Johnson survived the impeachment, Ashley's reputation was damaged. He lost re-election and went back to Toledo. President Grant appointed him territorial governor of Montana.

"He got out to Montana and there were Democrats, Indians and ex-Confederates. They didn't take too well to him being there. This was six or seven years before Custer's last stand."

In February 1869, Ann Arbor and Manchester Railroad articles of association were adopted with Silas Douglas and Elijah Morgan of Ann Arbor involved.

Douglas, a University of Michigan medical professor, was president. He became mayor of Ann Arbor 1870-72. He also built the gas works by Broadway Bridge and was president of that. Later his son was gas company president many years.

Morgan, a local attorney, was involved in early Ann Arbor attempts to build a railroad right up until the mid-1870s. Morgan's picture appears in the 1881 Washtenaw County History on page 1023.

In May 1869 Ypsilanti was to vote on a proposal to aid the Detroit, Hillsdale and Indiana, the company that built the line down through Saline. The only remnant of it is the Saline branch.

In August 1869 a Toledo and Northern Railroad was announced.

"Will our citizens take steps to be represented and give such assurances as will point the railroad in this direction," the *Argus* editor asks, "or will they lie supinely on their backs...while Ypsilanti goes for the road and secures it?"

"The Toledo, Ann Arbor and Saginaw Railroad had an enthusiastic meeting to consider the projected railroad. *Argus* editor E. B. Pond, James B. Gott and other Ann Arbor dignitaries were involved."

McClary found two actual stock subscriptions for this railroad, dated September 13, 1869 and September 17, 1869 in the Howell library, *The Argus* said the only conflict was the northern terminal--Owosso or Lansing. Lansing wanted to be a rail center. They threatened to build another line through Dexter if Ann Arbor wanted Owosso as terminus.

A week later, a, Toledo, Ann Arbor and Northern Railroad had been organized by Morgan, Charles Tripp and others. There was no mention of Saginaw. "They are playing Owosso, Saginaw and Lansing off against each other but Owosso was designated the northern point."

Lansing formed a company to construct a railroad line from the state line near Toledo to Lansing. *The Lansing Republican was* "very confident that this is the route that has the business to offer and the Owosso route is nowhere."

"Ypsilanti was not going to be left behind. The Toledo, Ypsilanti and Saginaw Airline Railroad was organized in December 1869.

There is a map of it in Bentley Library.

"The Toledo, Ann Arbor and Saginaw route was to wind through Mooreville, Saline, Ann Arbor, Brighton, Howell and Saginaw while the rival Toledo, Ypsilanti route was to go straight north. A proposed Plymouth to Holly line is basically where the Chesapeake and Ohio later went.

In February 1870, Ypsilanti voted to aid the Toledo, Ypsilanti, Saginaw line and elections were called in townships on the route.

That all fell through a few months later when the Michigan Supreme Court declared the railroad aid funding law unconstitutional. The court said you cannot use public funds to aid a private railroad.

The decision came in a case brought by the Detroit and Howell Railroad to collect from Salem township in Washtenaw's northeast corner.

The would-be developers failed in an attempt to get around the Supreme Court decision outlawing public funding by trying to amend the state constitution.

Douglas, Tripp and Morgan went to see the president of the Baltimore and Ohio Railroad in 1871 to see if they could tie their fortunes to the B & O.

By April 1872, the developers had hired a drummer (like Harold Hill of "Music Man") to sign up stock subscriptions.

The drummer showed the editor a $25 note from a 102-year-old man who was to receive a free pass for one year. "We suspect that the contractors will have to hurry up or a stay of execution be put in against death to insure the free pass being worth value received, the *Argus* editor comments.

The agent also reported urging at length a farmer to subscribe. After the farmer's flat refusal, a little three-year-old boy who had listened said, "I will give you a cent sir," at the same time depositing a nickel in the agent's hand.

"We vote that manly and spirited boy a free pass to Saginaw and move that he take his first ride with the 102-year-old," the editor commented.

"The first annual report of the Toledo, Ann Arbor and Northern, dated July 15, 1872, said they had enough subscriptions to hire a grader to do 33 miles of track--that would take them about from the state line to Milan if they came up from the south.

"They continued to try to get subscriptions but they were not getting the money they did get subscribed paid in on time. Someone would pay ten percent. Then a call for another ten percent wasn't paid.

"My research between then and 1877 is incomplete but I do know that by 1877 they went bankrupt without having finished the line."

A transfer of railroad assets to 'Benjamin C. Crane, the contractor, was recorded in the Washtenaw County Register of Deeds office in 1877.

"Enter James M. Ashley. The Confederates, Democrats and Indians have chased him out of Montana and he's back. He's also an attorney. He apprenticed down on the Ohio River. He never practiced law until he got back from Montana.

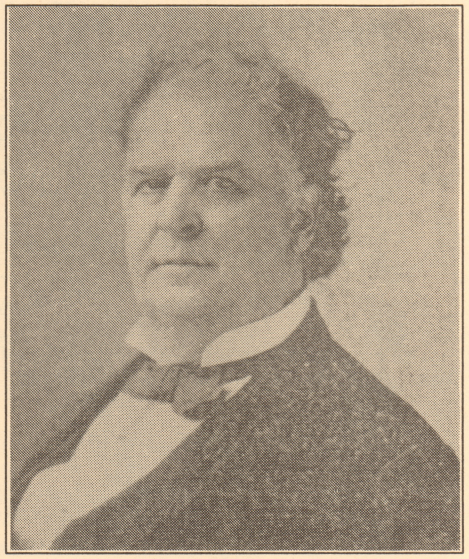


Photo courtesy of Dan McClary

James M. Ashley of Toledo built the Toledo, Ann Arbor and North Michigan Railroad.

"He opened an attorney's office. He had three sons and a daughter. He sent all three sons to the University of Michigan. The oldest, James M., Jr., graduated from law school in 1878. The second, Henry W. (called Harry) graduated from the U-M in 1879.

The third, Charles Sumner Ashley, named after that great US senator, Charles Sumner, graduated in 1884 from undergraduate studies, became an attorney and, for a while, the railroad's attorney. By 1891 he is listed as former attorney.

"In May 1878 they were building the railroad into Ann Arbor and we'll see that James, Jr., was kind of a scalawag. He was Governor Ashley's muscle man. Before his graduation he was involved in armed insurrection."

LOCAL RAILROAD BUILT BY HOOK OR BY CROOK

"They built the Ann Arbor railroad track by offering farmers lifetime passes if they brought horses and plows and helped finish the grading, Dan McClary said. Then they revoked the passes. They built the railroad any way they could."

The Ashley family bought a house at 522 Monroe Street near the U-M law school in 1875 when they sent the oldest son to law school.

"Unfortunately, I didn't discover the house until after the roof burned a year or so ago. They had a home in Toledo as well.

The only way Ashley could get to Ann Arbor then from Toledo was up a line to Detroit, then over on the Michigan Central to Ann Arbor. He wanted a direct route and cheaper way to get his kids to school.

Governor Ashley used his political contacts he knew from Congress to get in touch with Boston capitalists. He told them that from $250,000 to $260,000 would put the road in good running order.

He got the money and Crane conveyed the assets to .Ashley June 19, 1877, according to papers in the Washtenaw Register of Deeds office. Ashley changed the name to the Toledo and Ann Arbor.

Ashley hired Earle Knight, a University civil engineering graduate, as the first civil engineer of the Ann Arbor Railroad.

A poster, dated May 16, 1878, says, "Everybody rejoice. The railroad will be laid into Ann Arbor today."

Next day, Ann Arbor newspapers reported the railroad between Toledo and "this place" was completed. A large number of citizens, accompanied by a band, met the track layers as they came into the city. After speeches, they all countermarched to Hill's Opera House where a bounteous supper was provided by the Reform Club. (The Reform Clubs and Red Ribbon Clubs were temperance unions.)

The Ann Arbor Courier also reported that 300 people went on the first excursion over the Ann Arbor Railroad to Milan on flat cars where a large Red Ribbon group was addressed by R.B. Frazer. Later, Governor Ashley was presented $50 in gold, the first earnings of the railroad from that excursion.

While the railroad had been built to the Ohio state line, it couldn't get to downtown Toledo. May 24 the Ann Arbor line purchased a six mile piece of railroad from the state line to Toledo from the Pennsylvania Railroad for $80,000.

A week later they consolidated the Toledo and Ann Arbor and the Toledo and State line Railroads and filed names of the directors with the Secretary of State. The directors were James Ashley, Sr., James, Jr., and Henry W. Ashley. Henry was at the end of his junior year at U-M.

"Now Ashley has a problem. He's got the line built from the Canada Southern at Alexis. Ohio (state line) to Ann Arbor. He now has the State line Railroad from Toledo up to the Southern but he can't get across. This is June 7, about two weeks before James, Jr., graduates from law school."

A newspaper report says James, Jr., had quite an exciting time crossing the tracks of the Canada Southern with the Toledo and Ann Arbor Railroad Sunday afternoon.

About two weeks previous, they informed the Canada Southern authorities they desired to cross. Last Saturday, the iron was laid up to that road.

The Canada Southern put an engine on the track where they knew the railroad would be crossed and stationed a guard of about 100 men so as to make sure a march would not be stolen on them.

"Not desiring to brook such an unreason-

able delay as the Canada Southern authorities evidently intended to make or have them pay roundly for crossing their track, the steam was gotten up and a train ran back and forth on the road whistling loudly which soon called out a force of 400 men, many armed.

"They made a raid on those stationed to bar their way, who thinking discretion was the better part of valor, vacated the road."

"By means of ropes to which many willing hands lent their assistance, the engine was run out of the way and the iron laid across the Canada Southern. A posse of men were left to guard it until an injunction was gotten restricting the Southern from interfering."

"James, Jr., was not out of law school yet but he's taken 400 men with guns and raided another railroad," McClary commented. "So much for ethics in 1878."

"He did this again when they crossed the Detroit branch of the Northern up at Howell. That time he got arrested for obstructing the US mails. They got dynamite and blew out the other track that time.

"In June 1878 the Reform Club in Ann Arbor took an excursion to Toledo. Tickets from Ann Arbor were $1, from Milan, 75 cents and from Dundee, 50 cents.

"The excursion train left with two locomotives, 12 coaches, two baggage cars, two platform commissary cars with more coaches added at Milan and Dundee. It's amazing. Where they got the coaches from I don't know."

C. T. Stoner of Dexter, who did a lot of railroad photography, had an original stamp of A. W. Chapman, a railroad agent in Ann Arbor. Stoner made a wax seal impression for McClary about 20 years ago.

"That's the only existing artifact that I know of from the Toledo and Ann Arbor that Ashley built."

The general passenger and freight offices were in what was called the Pythian Castle in Toledo as the railroad built north toward Frankfort. They brought passengers to Toledo to the Pennsylvania station originally and took freight down to the ships.

He had a picture of the river dock area from a booklet given out to passengers.

"The railroad built its own depot in Toledo after the turn of the century. The flag in the window is an Ann Arbor style Wabash flag, so this picture was taken after 1945 when the Wabash took over."

The passenger booklet showed fancy Queen Anne residences of the railroad's purchasing and freight agents.

McClary also found a picture of a house labeled H. W. Ashley (son Harry) on a sheet showing representative Toledo residences by architects. "It looks like three houses built into one. I'm still trying to find where Ashley (senior) lived in Toledo."

He showed Governor Ashley's private car, the union depot in Dundee, the railroad yards at Milan.

"At Milan, the Wabash had a little switchman's tower that was torn down a year or so ago. They had a derailment once and box cars piled up right around that tower. They said the switchman almost had a heart attack but was untouched."

John Philip Sousa's band was on board December 9, 1907, when their train was wrecked in Milan. McClary was able to photograph a postcard picture of that wreck owned by a lady in Milan who ran a bakery.

The corporate symbol of Ashley's railroad. Note Michigan map in head of key, listing stations on the railroad.

After comparing notes with a biographer of Sousa, McClary thinks Sousa himself was not on the train. They think it was when Sousa was taken sick back in Milwaukee. "The band performed that night, conducted by the great trumpeter, Arthur Clark."

Carriages from local hotels were waiting to take passengers to their hotels in a picture of the Ann Arbor depot on Ashley Street. He also showed a 1940s view. Now it is a Montessori School. The back wall is now flat, the bay gone. He showed views of the freight house and of a turn-of-the-century wreck downtown.

In 1878 Ashley built the line to Washington Street and finally to the Felch Street area. "A guy named Hiscock owned some property near where the Michigan Central is. He had subscribed some stock and paid up.

They were arguing about coming through his property. They ended up swapping some money and stock. I think it was December 1878 before they finally made the connection with the Michigan Central."

At this point, Ashley started plotting to continue the line but not up to Howell where they were selling stock subscriptions but east to South Lyon. They bought up right of way and graded to Pontiac.

"Ashley had this habit of forming a new corporation to form the next railroad and if it went belly up, he wouldn't lose the assets of the first one. So he builds what he calls the Toledo, Ann Arbor and Northeastern.

"When he got that done he merged it in and the two roads became the Toledo, Ann Arbor and Grand Trunk. You can still see part of this right of way on the curve where M-14 comes around by Domino's Farms on the right.

ANN ARBOR TO TOLEDO 4 1/2 HOUR TRIP IN 1878

The first Ann Arbor Railroad time table left Ann Arbor at 6 a.m. and arrived in Toledo at 10:30 a.m. or in four and a half hours.

"They had about ten mile an hour trackage, McClary figured. Times got faster when they got the right of way more stabilized."

"Enter now a new civil engineer, U-M professor Charles E. Green. He was hired by Ashley to do the grading and bridge work for the T, AA and Northeastern segment up to South Lyon and beyond. He built the original wood trestle over the Huron River.

"I found some papers in Bentley where he was doing some wood deflection tests, putting weight on to see how far the wood would deflect.

"An advertisement for the T, AA and Grand Trunk, after the line was completed to South Lyon, lists H. W. Ashley as superintendent. He had been general manager. I thought James, Jr., was superintendent. Apparently they swapped jobs around.

"Ashley built up to South Lyon and did the grading over to Pontiac but he sold the graded right of way to the Grand Trunk. I guess he needed the money or he had the idea to go the other direction. Then the Grand Trunk built the Airline over to Jackson. That crosses in the Lakeland area.

"Now we have another civil engineer, John White. He had a little trouble with alcohol and got fired. But he came back and did work on the Mt. Pleasant-Cadillac extension later on. Still later he worked as an assistant to Henry Earle Riggs, civil engineer, 1890-95.

"Riggs became a professor at the U-M and was a founder of the Michigan Union. In the late 1940s he published a book, *The Ann Arbor Railroad Fifty Years Ago.* It was put out to employees of the Wabash Railroad that controlled the Ann Arbor at that time.

"After becoming chief civil engineer in 1890, Rigg's first project was to replace Green's wood trestle. He planned an iron girder bridge, the first curved girder bridge in the United States.

"Riggs wanted to build a heavier bridge but someone told Governor Ashley that Riggs was trying to build a bridge as heavy as the Michigan Central and he didn't need that. Over Rigg's objection, they went to a spindly lighter metal trestle.

"They buried remains of the old wood trestle in the dirt." McClary learned that the present day railroad civil engineer was having trouble with sink holes up on the grade. "It's my understanding that some of the old wood trestle pilings have rotted away."

In the early 1900s there was a wreck on the spindly bridge. Several freight cars piled up on the ice.

"The third and current bridge was built soon after. I believe it's off the original design specifications of Riggs when he wanted to build the heavier bridge."

"In the 1970s when they were working on the dam, they took the water down and you could see the remains of coffer dams around the concrete pilings and trestle pilings from the first bridge. They just covered everything up. It's only about one or two feet under water."

An 1882 map gave the first hint of where the Ann Arbor really went--to Frankfort-Elberta on Lake Michigan.

"After completing the line to South Lyon in 1881 he called the line the Toledo, Ann Arbor and Grand Trunk. After a couple years, Ashley formed the Toledo, Ann Arbor and North Michigan. That was the name as the railroad built northward. They gave construction names to parts of the road but, on completion, they would merge them in to this name."

Among pictures McClary found at the Howell Library is one where some freight cars were pushed too far out the back end of a coal loading trestle. There was a wreck and workers are seen shoveling coal out of a car perched at a precarious angle.

Another picture showed a head-on collision of a 440 engine with another engine. The front wheels of the 440 were shoved right under the driver.

McClary told of a man in Owosso, Harold Brown (Brownie), 92, who is a treasure of shop . knowledge to railroad buffs. He started work in the Owosso shops in 1917 and retired in 1967. "His career spanned the steam equipment from the 1880s to the diesels still working today."

Brownie grew up in the neighborhood and still lives near the shops. He started as a machinist's apprentice. His first job was on McKeen motor cars (the railroad answer to interurbans).

McClary had been trying to find out the background color of the key herald or corporate symbol. Brownie readily recalled it was dark red.

TORN UP BRANCH LINE ANGERS SOUTH LYON

"In 1891 the Ann Arbor Railroad abandoned the South Lyon branch. The people of South Lyon were very unhappy about this because they had paid stock subscriptions in 1881 to build the line.

"On my handout I have the battle of South Lyon," McClary said. That's where Charles Sumner Ashley, the third son and attorney is doing the spin doctoring to cover for pulling up the branch line."

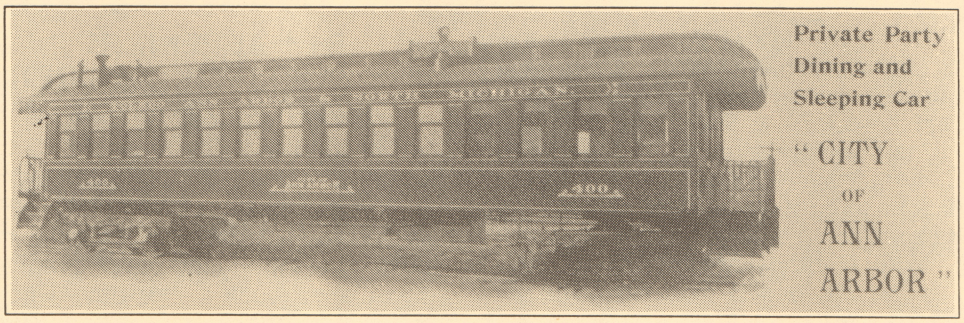
Another railroad buff ran across some Ann Arbor freight cars made by the Peninsular Car Company in Detroit in 1887 with a different symbol than Dan had ever seen.

It resembles the shape of a caboose head on with a 'V' in the bottom, he thought. He thinks Peninsular may have come up with it themselves. A later Peninsular car for the Ann Arbor Railroad had the key herald symbol.

A map showed a line to Saginaw and Bay City and part of the Manistee and Northeastern on which the Ann Arbor had trackage rights.

"The line called the Toledo, Saginaw and Mackinac, or later the Cincinnati, Saginaw and Mackinac, was built with money from two logging barons, Ammi Wright from Alma, who built Alma College, and Wellington Burt who became the receiver of the Ann Arbor after bankruptcy in 1893.

Wright was president, Burt, the treasurer.



The railroad once had a private party dining and sleeping car named 'City of Ann Arbor.' It could be rented for 'hunting, fishing, and pleasure parties.'

The line to Mackinac was built using Ann Arbor railroad equipment and was part of the Ann Arbor and North Michigan.

An 1885 map showed a line up to South Lyon and a line from Owosso to St. Louis, east of Alma. It was in building the section in between when they went through Howell that James, Jr., got arrested for obstructing the US mail.

He showed Hamburg and Lakeland depots and an excursion train at Lakeland. They had regular excursions to Lakeland and Whitmore Lake. They also took excursions to Lake Cadillac, then called Big and Little Clam Lake, to Crystal Lake and to Frankfort.

"There's a lot of evidence of people being killed. A lot of times the boiler would explode and the engineer and crew would get it first.

"I dug up a microfilm article in an Owosso paper of a man, wife and kids in a one-horse carriage who went in front of a train. They didn't hold back on descriptions of how somebody got maimed or killed. They described it in vivid detail, almost like an anatomy class."

He showed the former little depot in Oak Grove, south of Durand, and the union depot at Durand.

"A lot of people didn't know they had a roundhouse in Durand as well as Owosso. I believe the Durand one helped service the branch to Saginaw."

Wellington R. Burt, the East Saginaw financier and treasurer of the branch line to Saginaw, became the receiver of the Ann Arbor Railroad in 1893.

"Instead of protecting the assets for Governor Ashley, working them out of receivership and turning them back to Ashley, he kicked out governor Ashley and the bully, James, Jr., , and took over the railroad for himself.

"He changed the name to the Ann Arbor railroad in 1895. He was the father-in-law of Harry Ashley. He kept Harry and the railroad and kicked the older brother and dad out."

McClary recently talked to Mrs. Charles Sumner Ashley II in Toledo. When he asked about Uncle Henry (Harry), she replied they don't talk about him. He is considered the family traitor.

He showed a picture of a side paddle wheel boat named after Burt and an aerial view of the railroad shops at Owosso in the 1930s. A lot of the tracks are now gone. Three roundhouse stalls still exist. The Tuscola and Saginaw Bay operations are now in what is left. They bought the northern part of the Ann Arbor lines.

Owosso once had a wood depot close to the shops. Its replacement built in the late 1800s is now gone and a used car lot is in its place.

The Bannister depot picture showed a cattle loading area. They also hauled pulpwood and a lot of different products. Ashley designed this line as a feeder line to the wharfs of Toledo."

Ashley has a namesake town south and east of Alma. It is on the Toledo, Saginaw, and Muskegon line that got built and turned over to the Grand Trunk. Remnants of the line are there today. The Tuscola and Saginaw Bay runs it as far as Middleton.

West of Middleton for seven miles to Carson city it's run by two grain elevator operators. When the railroad abandoned that segment a few years ago, an elevator secretary named Ida Sweet talked the operators into buying it. She died soon after and they now call it the Sweet Line in her honor.

ANN ARBOR LINE AVOIDS ALL BUT ONE MAJOR CITY

"The Ann Arbor Railroad has the distinction of, except for Ann Arbor, missing every major city in the state of Michigan. It did tie into Saginaw for a while but it basically went diagonally into the heartland.

Ashley was after wheat, corn, oats, cattle, milk, forest products and everything else cities didn't have."

After a series of maneuvers by Ammi Wright, the Alma lumber baron, and Ashley about where the Ann Arbor railroad would go in the Alma-St. Louis area, Ashley merged in with the "LAMP Road (Lansing, Alma , Mt. Pleasant) started by Wright. "A little section to St. Louis later was abandoned and Wright belatedly got his way to shut out St. Louis.

"When the Ann Arbor merged in with Wright, James Ashley, Jr., was ousted as the vice-president and Wright substituted. I think James, Jr., was bumped down to superintendent."

The Toledo, Ann Arbor and North Michigan was completed as far as Mt. Pleasant by 1887 and finished to Cadillac by 1889.

The construction road was called the T, AA and Cadillac. The section up to Copemish they called the T, AA and Lake Michigan. The last section was the Frankfort and Northeastern made by Frankfort people. All three sections were merged in to complete the railroad.

The Ann Arbor Railroad once had five ferry lines across Lake Michigan.

McClary showed pictures of the Cadillac depot, an old hand pump gandy dancer at Boon, an 1886-87 era 440 steam engine and construction work with a steam shovel. "It took a while to convince Ashley to use steam shovels. He didn't believe in them."

A panoramic aerial view showed the railroad going around Crystal Lake

Note: *The speaker was unable to show his third tray of slides because time ran short. He asks anyone with Ann Arbor Railroad items to allow him to make a copy. He welcomes inquiries about the Ann Arbor Railroad Technical and Historical Association at 973-8777.*

We regret that several issues of the railroad society's newsletter are missing. If any reader forgot to return one he would appreciate it back. They are his only copies. Anyone with a copy to return may mail it to: D. W. McClary, 2091 Chalmers, Ann Arbor 48104 or call him or the Impressions editor, 663-8826.

HISTORIC PRESERVATION NOVEMBER PROGRAM TOPIC

Janet Kreger, formerly of the state history office in Lansing will talk about "Historic Preservation in Michigan: It's More Than You Think" at 2 p.m. Sunday, November 21, at Bentley Library on the U-M North Campus.

CORRECTION

The correct telephone number for Anne Benninghoff, coordinator of gardening volunteers at the museum, is 761-4320. It was wrong in the last issue.

HISTORY HAPPENINGS INVOLVE JIFFY MIX INVENTOR, HIGH WHEEL BIKES, RIDER HOUSE, WCHS MUSEUM

Chelsea Historical Society: 7:30 p.m. second Monday at depot. The Society is working to nominate Mabel Holmes of Chelsea, inventor of Jiffy mix, to the Michigan Women's hall of Fame. She introduced pre-packaging convenience back in the days when housewives confronted 50 pound sacks of flour when they wanted to bake.

Mrs. Holmes is written up in *Michigan Women: Firsts and Founders.*

Milan Society: 7:30 p.m. third Wednesday at Hack House. The Rev. Tom Schroeder of Saline, will talk and exhibit a sample of his high wheel bicycle collection at the October 20 meeting.

DONATED COUPONS MAKE NINE SETS WORTH $450

Hooray for several members who donated enough Meijer's and Kroger's grocery coupons to make nine sets, each worth $50, for a total of $450 to benefit WCHS. Thank you very much, donors.

'WHAT IS IT?' GAMES VISIT FIVE SCHOOLS

Arlene Schmid took WCHS's traveling "What is it?" games to several schools last spring--two classes at Carpenter, one at Dicken, three at Eberwhite, two at King and two at Tappan Middle School.

Children's and adult games each consist of collections of small artifacts with humorous multiple choice answers as to what the items are. The games are available for classes and meetings free of charge. Information: Mrs. Schmid, 665-8773.

Pittsfield Society : Instead of meetings this year the Society plans work sessions to organize its archives in the coming months.

Salem Society: Meetings set 7:30 p.m. Wednesdays, at Salem Township hall. WCHS's Karen O'Neal will speak about the Museum on Main Street October 27.

The renovated Rider house in Salem was dedicated September 26. The Washtenaw County Historic District Commission furnished an historical marker.

Saline Society: 7:30 p.m. third Wednesday at Senior Center. Christmas in Saline antique show planned Sunday, November 28,9 a.m.-5 p.m., at Saline Middle School.

Webster Society: 7:45 p.m. second Monday. Karen O'Neal, restoration chairman, will talk about WCHS's Museum on Main Street project November 8 at the home of Mr. and Mrs. Fred J. Nonnenmacher, 4335 Farrell Road.

Ypsilanti Society: Annual dinner meeting 5 p.m. Sunday, November 14, at Stony Creek Methodist Church. Old-fashioned chicken dinner. Musical entertainment. For tickets, $7.50 each, call museum office, 482-4990.

Charles Kettles was recently elected president and Peter Fletcher, vice-president. Judge Edward Deake was elected to the board along with returning members Michael Miller and Gordon Cahours.

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WASHTENAW COUNTY HISTORICAL SOCIETY

NURSING HISTORY
(See page 1 article)

2:00 P.M. • Sunday
October 17, 1993

Old St. Joseph's Hospital
Room 1240 • 400 N. Ingalls
(Parking on Cornwell Place)
Ann Arbor, Michigan

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